(b) if so, the details of the revised norms and how the revised norms are different from the existing ones; and

(c) whether the DGCA has recommended any new norms for security training course to crew members?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Both the old & new norms require installation of bullet proof door which is capable of being locked and unlocked from cockpit by. any pilot. However, under the old norms the cockpit door was to be bullet proofed for only those aeroplanes engaged in scheduled air transport services (Passenger) or cargo operations where provision is available to carry passengers irrespective of the All up weight or passenger carrying capacity. However, as per the revised norms both scheduled and non scheduled passengers carrying aeroplanes of a maximum of certified take off mass in exess of 45,500 Kg. or with a passenger seating capacity greater that 60 shall be equipped with an approved flight by small arms fire and grenade shrapnel, and to resist forcible intrusion of unauthorized persons. The new norms thus differ in the extent of their applicability and also on the need for provision of monitoring system in the cockpit for monitoring the entire door area outside the flight crew compartment.

(c) The requirement for taining crew members on security aspects is already provided in the existing instructions.

Modernisation of Non-Metro Airports

588. SHRI K. RAMA MOHANA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government are moving swiftly to modernize 30 non-metro airports with the help of private players;

(b) if so, the details of the airports identified by the AAI, State-wise;

(c) whether it is also a fact that no airport from Andhra Pradesh has been identified for modernization;

.(d) whether any time-frame has been fixed to modernise the non-metro airports; and

(e) whether the proposal has been scrutinised by the Committee on Infrastructure?

THE MINISTER OF. STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Airports Authority of India (AAI) has drawn up a plan for phase-wise development of 35 tentatively selected non-metro airports. The Global Technical Advisor (GTA)/lndian Financial Consultant (IFC) have considered various options including Public Private Partnership for development of initially selected 10 Non-Metro Airports. The Joint Venture for modernization and development of each Airport would be one of the options depending upon feasibility and availability of resources.

Some of the airports tentatively identified by AAI are:—

Guwahati (Assam); Patna (Bihar); Ahmedabad, (Gujarat); Mangalore (Kamataka); Trivendrum (Kerala); Bhopal, (Madhya Pradesh); Aurangabad, (Maharashtra); Bhubaneshwar (Orissa); Amritsar (Punjab); Jaipur (Rajasthan); Coimbatore, (Tamilnadu); Lucknow, (Uttar Pradesh); Chandigarh (Chandigarh); Jammu (Jammu & Kashmir) and Dehradun (Uttaranchal).

(c) No, Sir.

(d) The process of development of these airports is targeted to be completed in about five years.

(e) The Empowered Sub-Committee of the Committee on Infrastructure reviewed the proposal on 3/10/2005 and set up a Task Force to decide on the financial plan for development of these non-metro airports.

Take-off and landing space at Airports

589. SHRI V. HANUMANTHA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the short-term measures proposed by Government to reduce delays due to lack of take-off and landing space at major airports like Delhi;

(b) whether Government are aware that on average the planes circle over Delhi for 30 minutes to one hour just to land or take-off;

(c) what short-term steps have been put in place to reduce such delays since November 1,2005;

(d) whether it is a fact that lack of software or technical expertise of our air traffic controllers is creating further problems; and

(e) the steps proposed to immediately improve take-off and landing times of our planes and reduce delays?